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COUNTRY East Germany/USSR/Poland/ Czechoslovakia

SUBJECT Soviet Bloc Transportation

REPORT

DATE DISTR. 20 NOV 1963

50X1-HUM

NO. PAGES 1

REFERENCES

DATE OF INFO.

PLACE & DATE ACQ

50X1-HUM

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summary report for Septe[illegible] 50X1-HUM
1963 on transportation in East Germany, the USSR, Poland, and Czechoslovakia.

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Transportation Summary

for

September 1963

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Transportation Summary for September 1963

Summary

I. International Transport Relations

Warsaw conference of Standing Transport Commission of COMECON on continuous shortage of freight cars in the Soviet Bloc.

New Baltic Sea ferry connection Ystad - Swinemünde (Swinoujscie) put in operation on 28 August 1963; connection to be extended to a Swinemünde - Copenhagen - Ystad - Roenne - Swinemünde service from late September 1963.

II. USSR

Discontinuation of improvement of Reshoty - Boguchany line (between Transsiberian and planned North Siberian Magistrale) to main line.

Stage of construction of Ivdel' - Ob' railroad line (prolongation of Sverdlovsk - Ivdel' line).

Construction of a 104 kilometer railroad line from South Siberian Ma istrale to Yenisei River in Zayan Mts.

A total of 4,833 track kilometers with remote control installations.

New designation of electric locomotive series.

Seven digit numerical system for designation of all freight cars from 1 October 1963.

Pool of freight and passenger cars, and plans for new freight car design.

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III. Soviet Zone of Occupation of Germany

Transfer of Soviet Zone control point for interzonal passenger trains from Wartha to Gerstungen.

Wartha remaining control point for interzonal road transport.

A total of 116 daily scheduled take-offs and landings in Berlin-Tempelhof and Berlin-Tegel according to winter timetable.

At Berlin-Tempelhof and Berlin-Tegel airports 24 per cent more air passengers from June - August 1963 than during same period in 1962.

Planned improvement of Berlin-Tegel airport to jet airport of West Berlin.

Impending raise of salaries of Reichsbahn employees residing in West Berlin.

Performances of Soviet Zone inland shipping in supplying East Berlin.

Opening of new Grenzallee - Britz Süd stretch of Subway Line C-1. Further improvement of the West Berlin subway net.

Preparatory measures for construction of an East Berlin subway line.

Changes in managements of Reichsbahn Divisions Cottbus and Dresden and of Main Administration Machinery within Ministry for Transport.

Apparent favorable operational situation of Soviet Zone Reichsbahn. Volume of special train traffic to Leipzig Fair. Precautionary measures for Reichsbahn operations in winter 1963/64.

No above average military demands on Reichsbahn.

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Consolidated loading and unloading stations for complete car load traffic on further railroad lines in Frankfurt/Oder area.

Plans for transportation of products of Schwedt/Oder crude oil processing plant; production starting on 1 January 1964.

Delivery by VEB Waggonbau Görlitz of last eight of a total of 90 two-deck trains to Poland.

Tasks of Soviet Zone railroad car industry within framework of COMECON.

Designation of Reichsbahn cars equipped with gauge-changing wheel sets.

Planned change of Reichsbahn repair shop tasks. Planned specialization of main tasks of specific Reichsbahn repair shops.

Opening of electric traffic between Halle/Saale and Muldenstein.

Continuously strained Soviet Zone tire situation and effects on VEB Kraftverkehr (motor vehicle transport).

VEB Kraftverkehr employed in harvest transport.

Bus excursions for foreign Leipzig Fair visitors.

New bus station in Hoyerswerda "Schwarze Pumpe" Combine.

Part operation of Lichtenberger Strasse bus station under construction at Berlin-Weissensee, East Berlin.

Reclassification of former primary roads (Landstrasse I. Ordnung) to highways by-passing cities (F-186 - Leipzig, F-187a - Dessau, F-180 - Karl-Marx-Stadt (Chemnitz).

For road and bridge construction in Kreise of Schwerin and Rostock districts along demarcation line, since 1961, see attached Annex 1.

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(General survey of road and bridge construction along demarcation line reported in Tpt Summaries of February 1963, paragraph III, 4,d; April 1963, Annex 7; June 1963, Annex 5; and July 1963, Annex 4.

Planned replacement of former tug-boat units by 35 push boat units on Soviet canals by 1965. Development of a river push boat for Elbe and Oder Rivers.

IV. Czechoslovakia

Reorganization of Czech State Railroads (CSD) effective from 1 July 1963. (For CSD division borders, see Annex 2).

Continuous operational difficulties of CSD.

Closing of railroad lines because of train accidents.

Electrification of Sillein (Zilina) - Jablunkov stretch of Line 32 completed.

Testing of second prototype of turbine-driven locomotive.

V. Poland

Continuous operational difficulties of railroads.

Semi-automatic block installations on about 35 per cent of railroad net.

About 30 per cent of all switches hand-operated.

Employment of tanks for clearing railroad lines of wreckages.

Reconstruction of wooden bridge at Deblin/Weichsel (Vistula River).

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Transportation Summary for September 1963

I. International Transport Relations

1. Meeting of the COMECON Transportation Commission

A meeting of the COMECON (Council for Mutual Economic Aid) Standing Transport Commission was concluded in Warsaw on 13 September 1963. Delegations from Bulgaria, Poland, Rumania, Hungary, the USSR, Czechoslovakia, the People's Republic of Mongolia, the Soviet Zone of Occupation of Germany and a representative of the Committee for Railroad Traffic of the OSShD (Organization for the Cooperation of Soviet Bloc Railroads) attended the meeting.

The presence of the OSShD representative obviously aimed at the settling of recurrent difficulties caused by the fact that the OSShD and the COMECON Standing Transport Commission have been operating independently of each other. Since 1962, the two organizations have been sending delegations to the meetings in order to coordinate their efforts.

Main topics of the Warsaw meeting was a working program for the implementation of recommendations and resolutions on transportation problems adopted in July 1963 at the 18th COMECON meeting and the consultative meeting of the Central Committee attended by Communist party secretaries and heads of government. The delegates to the Warsaw meeting approved of suggestions on how to overcome the permanent shortage of freight cars in the Soviet Bloc by 1965.

2. Baltic Sea Ferry Connections

a. The new Baltic Sea ferry connection (see Tpt.Summary for June 1963 I,3,b) from Ystad to Swinemünde was opened to all-year traffic on 28 August 1963. A contract concluded between the Danish Shipping Company A/S Bornholmsfaergen AF and the PZM (Polska Zegluga Morska) Stettin regulates the technical cooperation.

For the time being, only the Danish ferry is operating.

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b. An extension of the Ystad - Swinemünde ferry service to a service Swinemünde - Copenhagen - Ystad - Roenne - Swinemünde is scheduled as of late September 1963.

II. USSR

1. Construction of New Lines

a. The Reshoty - Boguchany Line (connection between the Transsiberian Magistrale and the planned North Siberian Magistrale) presently under construction is no longer to be built as a Magistrale line, since the required railroad connection to the hydro-electric power plant and the wood industry center of Boguchany can more easily be established from Abalakovo on the planned Northern Magistrale. The construction as a main line is therefore to be discontinued, and the line will serve as a lumber hauling line only. (See Tpt. Summaries for August 1963 and November 1962).

b. Provisional work train traffic on the about 440 kilometer Yvdel' - Ob' line (extension of the Sverdlovsk - Yvdel' line) presently under construction, has been opened for about 225 kilometers. So far, 240 track kilometers have been laid. For the time being, embankment work and track laying are under way in the following swamp area (see Tpt. Summaries for February 1963 and October 1962).

c. A 104-kilometer new railroad line is being built to the future Zayan hydro-electric power plant on the Yenisei River. Construction has been started from Kamycha railroad station (Abakan - Novokuzneck stretch of the South Siberian Magistrale).

2. Central Train Control and Telecommunications

At present, the total length of track kilometers converted to remote control totals 4,833 kilometers.
During the first half of 1963, 1,286 kilometers were converted to remote control, including the following stretches:

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Kharkov - Bukino - Debal'cevo
Slavyansk - Ylovayskoe
Leningrad - Malaya Vishera
Pyatikhatki - Znamenka - Mironovka
Marcevo - Rostov
Pyatikhatki - Saksagan' - Verkhovcevo - Dolgincevo
Moscow - Ramenskoe

3. Rolling Stock

a. New Designation of Electric Locomotive Series

Following are new designations of electric locomotives:

Series	Previous Designation	New
Four-axle A.C. locomotive	T 40	VL 40
Six-axle A.C. locomotive	N 60	VL 60
	N 60 with transformation ratio 2.73	VL 60
	N 60^{k}	VL 60^{k}
	N 60^{r}	VL 60^{r}
	NO	VL 61
	N 62	VL 62
Eight-axle A.C. locomotive	N 80 and N 81	VL 80
Eight-axle D.C. locomotive	N 8	VL 8
	T 8	VL 10

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b. Renumbering of Freight Cars

Effective 1 October 1963, all freight cars will be renumbered and marked by a seven-digit number. The new number will be painted on both sides of the superstructure or the frame. The carrying capacity of the freight car will be marked above the new number.
The new seven-digit number system (e.g., 238-4570) is based on the following code:

First digit	: type of car (e.g., box car)
Second digit	: number of axles
Third digit	: superstructure of type of car (e.g., wood, metal, automatic door closers)
Fourth digit	:)
Fifth digit	:) serial number of car type
Sixth digit	:)
Seventh digit	: type of brakes (e.g., installed hand brake)

The significance of the first two digits corresponds with international transport regulations.
In addition to the freight cars of the State Railroads (SZD), all other cars licenced for traffic in the state railroad net will have to be renumbered according to a similar system.

c. Rolling Stock

More than 92 per cent of the entire rolling stock of freight cars (approximately 900,000 items) of the Soviet State Railroads (SZD) consist of four-axle and six-axle freight cars of new design. The average capacity of a freight car amounts to about 59 tons. In new designs the capacity is to be increased to 65 tons by the extensive use of aluminum and plastic materials as well as by the increase of the present axle pressure from 21 to 25 tons.

Lately, prototypes of 95-ton all-metal gondola cars and 125-ton eight-axle gondola cars as well as 120-ton eight-axle tank cars are being tested. Some of them are already in series production.

By 1966, the construction of four-axle gondola cars is to be discontinued. Subsequently, mostly six-axle gondola cars of 100 ton capacity and 27 ton empty weight, and 128-ton eight-axle gondola cars, are to be constructed.

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The new construction program for flat cars includes the following features:

- Greater ruggedness,
- Reduction of the empty weight by about two tons,
- New design of a 20.4 meter car.

Further plans provide for the production of freight cars which are equipped for speeds up to 100 km/h, to be used in freight trains of a planned weight of 8,000 to 10,000 tons.

With regard to the railroad passenger car park(about 60,000 items), the requirements of modern transportation have been taken into consideration since the end of World War II. More than 60 per cent of the passenger cars are of all-metal design, suitable for speeds up to 160 km/h, and equipped with roller bearings and electropneumatic brakes.

III. Soviet Zone of Occupation of Germany

1. Interzonal Transport and Berlin Traffic Situation

a. Interzonal Transport

(1) (a) Since the beginning of the 1963/64 winter timetable on 29 September, trains employed in interzonal passenger traffic between West Germany and Berlin and/or the Soviet Zone on the Bebra - Eisenach (192) line, are no longer routed via Gerstungen (Soviet Zone) - Wommen - Herleshausen (both West Germany) - Wartha (Soviet Zone), but via Gerstungen - Förtha, thus running exclusively on Soviet Zone territory from Untersuhl. Since then, Gerstungen has become Soviet Zone control station for passenger trains instead of Wartha.

(b) Wartha has remained Soviet Zone control point for interzonal traffic on the Eisenach - Berlin autobahn.

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(2) (a) The 1963/64 air winter timetable provides for 116 scheduled flights (take-offs and landings) daily from and to Berlin-Tempelhof and Berlin-Tegel airports as from 1 November 1963. Of these flights Pan American Airways will carry out 62, British European Airways 42, and Air France 12.

During the 1962/63 winter timetable, 112 daily scheduled take-offs and landings, and during the 1963 summer timetable 146 were performed at the two airports.

In addition to the scheduled flights, special flights, shared by other airlines of the three Western Allies, are carried out. In August 1963, the number of daily take-offs and landings therefore increased to a daily average of 163 at the two West Berlin airports.

Inspite of the rise in fares since April 1963, the number of passengers at Tempelhof and Tegel airports increased to 778,342 from June through August 1963, as compared with 628,617 within the same period of 1962, that is, a 24 per cent increase.

(b) At present, only Air France employs jet planes (Caravelles) in traffic with Berlin; the planes touch down at Tegel. This airport is to be improved to a main airport within the next four years. After completion, it is to handle all traffic with jet planes. In scheduled traffic, BEA and PAA touch down at Tempelhof airport only with propelled aircraft of types Viscount and DC-6.

b. Berlin Traffic Situation

(1) The President of Railroad Division Berlin has promised to raise the wages of Reichsbahn employees residing in West Berlin. This measure is presumably to curb the decrease in the number of employees residing in West Berlin.(See Tpt. Summary for August 1963).

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(2) The share of Soviet Zone inland shipping in the supply of East Berlin amounts to a daily average of 9,950 tons, including 4,300 tons of grit and sand, approximately 4,000 tons of coal, 1,000 tons of bricks, stones, and other construction material, and 300 tons of grain. Daily outgoing shipments average approximately 1,400 tons, consisting almost exclusively of scrap, rubble, ash and waste paper.

(3) (a) On 28 September 1963, the 3.4 kilometer West Berlin Grenzallee - Britz Süd stretch of Subway Line C-1 (later to be Line H), under construction since 1959, was opened to traffic. The line is to be extended as far as Zwickauer Damm in Berlin-Rudow. It is furthermore planned to construct a subway servicing yard with workshop near Subway Station Britz-Süd.

(b) In addition, the following subway stretches are under construction in West Berlin:

- Extension of Line C-2 (later to be "C") from Tempelhof to Alt Mariendorf (approximately 3.5 kilometers). Completion of the line is scheduled for late 1965.
- Mehringdamm-Fehrbelliner Platz stretch of new Line H (approximately 6.6 km).
- For the extension of Line G from Spichernstrasse/ Bundesallee to Steglitz, preparatory work is under way at subway stations Mehringdamm and Güntzelstrasse, at the intersection of the new Lines G and H within the area of the Bundesallee/ Berliner Strasse road crossing, and at Bundesplatz.

(c) On Klement-Gottwald-Allee (former Berliner Allee) in the East Berlin district of Weissensee, building sites have been reserved for the construction of a new subway line from Alexander-Platz to Weissensee station, planned to be completed by 1970.

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2. Railroads

a. Personnel Sector

(1) In late August 1963, senior directors Christian Jurk and Günther Knobloch, presidents of Rbds (RR Divisions) Cottbus and Dresden, were temporarily relieved of their posts for a "substantial period of studies." They are presumably to improve or complete their technical training. New president of Rbd Cottbus is Reichsbahn Director Heinz Gebhardt. The duties of the President of Rbd Dresden have been taken over by Reichsbahn-Hauptrat Dr. Edgar Meier, Vice President of the Operations Directorate of Rbd Dresden.

(2) Engineer Roland Wagner has become Chief of Main Administration Machinery in the Ministry for Transport, and engineer Gottfried Rose, previous chief of the administration, has become chief engineer in this administration.

b. Operations and Traffic

(1) (a) In September 1963, the Reichsbahn apparently succeeded in maintaining a generally smooth flow of operations in spite of the beginning of fall traffic. Plan arrears in loading reportedly amounted to only 0.84 days; however, in connection with the propaganda activities for the impeding People's Chamber (Soviet Zone Parliament) elections, Soviet Zone figures must be appraised with caution.

(b) In early September 1963, 225 special trains (to and from Leipzig, and presumably including empty trains) were employed in Leipzig Fall Fair traffic. This number included six trains from Czechoslovakia, four from Poland, eight from Hungary and one train from Sweden.

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(c) The Reichsbahn is trying to prevent repetition of the obstruction of traffic that occurred during the 1962/63 winter, by taking organizational measures. In the fall of 1963, potatoes from the agricultural areas will be shipped to the cities from railroad collecting stations in integrated trains, similar to the complete coal freight trains traffic. Furthermore, slow goods train traffic is to be increased so that through the more frequent use of railroad stations, where transit freight trains do not stop, loading and unloading can be intensified and, consequently, the turnaround time of railroad cars be accelerated.

With these efforts, the Reichsbahn obviously neglects the utilization of railroad cars to capacity which, for economic reasons, was otherwise stressed to secure a smooth flow of freight car traffic and of general railroad operations.

(d) There were no above average military demands on the Deutsche Reichsbahn despite September training activities in the Soviet Zone.

(2) As from 29 September 1963, consolidated loading and unloading stations for complete carload traffic will also exist on the Berlin - Frankfurt/Oder, Frankfurt/Oder - Vriezen, and Frankfurt/Oder - Kietz lines. (See Tpt. Summary for June 1963).

(3) Among other trains, five oil shuttle trains daily, each of a capacity of 3,000 tons, are scheduled to carry products of the Schwedt/Oder oil processing plant, starting production on 1 January 1964, to Berlin and to the chemical centers of Halle/Saale district.

c. Rolling Stock

(1) (a) After delivery of the last eight four-unit two-deck trains by VEB Waggonbau Görlitz to the Polish State Railroads in September 1963, the total of such trains thus far exported by the Soviet Zone to Poland amounts to 90.

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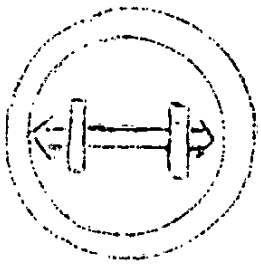
(b) After the division of labor within COMECON (Council for Mutual Economic Aid), the Soviet Zone is producing passenger train cars (particularly long-distance express train cars), dining and sleeping cars and refrigerator cars.

(c) Agreement was reached between Czechoslovakia and Poland on the production of diesel locomotives. (See Tpt. Summary for July 1963, Annex 3). Despite the slow beginning of the series production of main line diesel locomotive V-180 at VEB Lokbau "Karl-Marx", Babelsberg, and despite the inland needs of the Reichsbahn, it is planned to export V-180s to Bulgaria.

(d) VEB Lokbau Elektrotechnische Werke Hennigsdorf is to become main supplier of electric industrial locomotives of four to 150 tons to the Soviet Bloc.

(2) In addition to their type designation Reichsbahn cars equipped with gauge changing wheel sets will be marked by the secondary designation "rq" (for instance , OOrq (GGrq), GGrq (BBrq), and ZZrq (TTrq). They will also be marked "Cars with gauge-changing wheel sets". For easier control, they also bear a symbol consisting of a white circle, 280 millimeter in diameter, around a stylized wheel set, the two hubs ending in arrow heads.



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(3) (a) The following changes are planned in RAW (Reichsbahn Repair Shop) tasks :

RAW	Hands over repair of	To RAW	Year	Maintains repair of
Dessau	Diesel rail cars	Witten-berge	From 1964	Electric locomotives 16 2/3 kc, 15 kV;
	Light Diesel rail motor tractor	Berlin-Schöne-weide	From 1966	Electric overhead line and
	Diesel Locomo-tive V-75	"Wilhelm Pieck" Karl-Marx-Stadt	From 1968	storage battery railcars
"Wilhelm Pieck" Karl-Marx-Stadt	Steam locomotives construction series 03 and 98	Cottbus	Until 1980	Diesel loco-motives, construction Series V-60, V-75, V-100 and V-180
	41 64 94	Meiningen Halle Leipzig-Engelsdorf		

(b) In the course of time, RAWs are to specialize on the following tasks:

RAW	Main Task
Berlin-Schöneweide	S-Bahn cars; light diesel rail motor tractor; diesel locomotives of Construction Series V-15.
Berlin-Warschauer-Strasse	Refrigerator cars.

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RAW	Main Task
Cottbus	Remaining stock of steam locomotives.
Dresden	Two-axle gondola cars.
"8th May" Eberswalde	Four-axle and multiple-axle freight
Magdeburg	Two-axle boxcars
Meiningen	Remaining stock of steam locomotives
Wittenberge	Internal combustion engine railcars, two-deck trains, two-deck articulated trains.
"7th October" Zwickau (railroad car workshop)	Four-axle and multiple-axle freight cars with gauge-changing wheel sets.
Brandenburg (Kirchmöser)	Large machinery (cranes etc), roadbed equipment.
Halberstadt	Construction of steam locomotive boilers, repair of coal tenders, rebuilding and (later)construction of passenger train cars.

d. Railroad Construction

On 29 September 1963, the 35 kilometer Halle/Saale - Muldenstein stretch of Line 180 was opened to electric traffic.

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3. Road Transport

a. Motor Vehicle Transport

(1) The Soviet Zone tire situation, having been strained for years, has not improved. Despite the production of tires and the recapping of tires at the Gittersee Plant near Dresden, begun in October 1962, the demand cannot nearly be met. VEB Kraftverkehr (motor vehicle transport) faces the following difficulties especially with regard to the truck tire situation:

- The majority of the vehicles run without spare tires.
- Many vehicles run with tires repaired with rubber inserts only.
- About 10 per cent of the pool of motor vehicles cannot be employed because of the shortage of tires.
- Bus lines are merged or discontinued, to save tires.

(2) In many districts, VEB Kraftverkehr was engaged in support of the harvest.

(3) For the first time, an excursion program was made up for foreign visitors to the Leipzig Fall Fair. The program provided for bus trips to Erfurt, Eisenach, Weimar, and East Berlin.

(4) (a) A new bus station with waiting rooms and roofed platforms has been completed at "Schwarze Pumpe" Combine in Hoyerswerda.

(b) Bus station Berlin (East Sector), under construction in Lichtenberger Strasse, Berlin-Weissensee, since 1958, is regularly served by about 100 buses daily. Later on, the station is to handle 250 vehicles a day. (See Tpt. Summary for January 1963).

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b. Road Construction

(1) The following L I Os (primary roads) by-passing the cities of Leipzig (F-186), Dessau (F-187a) and Karl-Marx-Stadt (Chemnitz) (F-180), have been reclassified "F" roads (highways).

F-186

The road, by-passing Leipzig in the West, branches off from Highway F-6 at Schkeuditz (US 0798) and runs in southerly direction to Highway F-2 near Zwenkau (US 1378) via Markranstädt (US 0687) was named F-186. It is scheduled to be improved to highway standards.

F-187a

Previous L I O Garitz (UT 1063) - Zerbst - Aken (TT 9649) has been incorporated in F-187a. The Aken - Koethen stretch of F-187 is to be improved.

F-180

Through the incorporation of some L I Os, the Aschersleben - Zeitz - Lugau (US 4123) Highway F-180 has been extended to Frankenberg (US 6242) via Stollberg (US 4320) - Erdmannsdorf (US 6532) - Flöha (US 6436). The Stollberg - Thalheim (US 4819) stretch is presently being improved and closed to all motor vehicle traffic. Further improvement is planned as far as Frankenberg.

(2) Road and bridge construction observed since 1961 along the Demarcation Line in the Schwerin and Rostock districts, have been compiled in Annex 1. For the time being, this is the last report on bridge and road construction along the Demarcation Line.

(3) Summary

Summarized, the compilations of Tpt Summaries of February 1963, Paragraph II, 4,d, April 1963, Annex 7, June 1963, Annex 5, and of July 1963, Annex 4, furnish the following picture:

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Road construction observed between 1961 and mid-1963 along the Demarcation Line in the seven Soviet Zone districts bordering West Germany (Karl=Marx=Stadt, Gera, Suhl, Erfurt, Magdeburg, Schwerin, and Rostock), was mostly restricted to short road stretches of mainly primary and secondary roads. Work focussed on the widening of roads and on the construction and reinforcement of bridges. Military and economic considerations were decisive for the work, whereas aspects of private motor vehicle transport played a minor role. New roads had to be built in the immediate vicinity of the Demarcation Line because of

(1) The partly disruption of the former road net by the Demarcation Line,

(2) The Soviet Zone trend to keep private motor vehicle traffic away from the five-kilometer boundary strip and

(3) The consequent need to reroute this traffic.

The high percentage of road and bridge construction in the Suhl, Erfurt and Magdeburg districts is explained by the fact, that the majority of these districts' Kreise are located along the Demarcation Line.

4. Inland Shipping

By 1965, the Soviet Zone intends to employ 35 push units on the canals of its waterway systems. They are to consist of a push boat and six push barges of 415 tons capacity each. By and by, these push units are to replace the present tug-boat units. A river push boat is presently being developed for Elbe and Oder River shipping.

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IV. Czechoslovakia

Railroad Transportation

1. Organization

Reorganization of the Czech Railroads ordered by the Ministry for Transport in a decree of 1 May 1963, became effective on 1 July 1963 (See Tpt Summary for May 1963, paragraph I V, 1a).

The sketch in Annex 2 indicates the borders of the four new railroad divisions (Sprava Drahi - SD) and their subdivisions (Provozni Oddil - PO) which, counted in east-west direction, are numbered serially. The first digit of the subdivisions indicates the number of the railroad division and/or the railroad line, while the second digit indicates the subdivision within the railroad division.

Examples:

1 = Eastern Railroad, headquarters in Pressburg (Bratislava)
2 = Central Railroads, " " Lomütz (Olomouc)
3 = Northwestern Railroads, " " Prague (Praha)
4 = Southwestern Railroads, " " Pilsen (Plzen)

11 = Subdivision (PO) Kaschau (Kosice) of Division (SD) 1 (Pressburg)
23 = Subdivision (PO) Brünn (Brno) of Division (SD) 2 (Olmütz)
42 = Subdivision (PO) Pilsen (Plzen) of Division (SD) 4 (Pilsen).

The borders of PO 33 (Prague) and 34 (Aussig) overlap, the Milostin - Zatec line belonging to PO 33 and the Laun (Louny) - Rakovnik line belonging to PO 34 (on the sketch marked by a dotted line).

2. Operations

a) The known operational difficulties of the Czech Railroads continue in spite of the more favorable figure of repaired cars in the repair shops (decrease of cars needing repair from more than 12,000 daily to about 7,500). It is expected that - as in 1962 - the same difficulties with respect to supply of cars will arise in the fall and winter of 1963.

b) Between 3 and 10 September 1963, three train accidents have occurred which blocked the Sillein (Zilina) - Kaschau (Kosice) and the Eger (Cheb) - Pilsen (Plzen) lines for freight traffic in both directions for more than a day. Passenger traffic was maintained by buses.

3. Electrification

In early September 1963, after previous testing, the overhead line of the Sillein (Zilina) - Jablunkov (50 km) stretch of the

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Sillein - Oderberg (Novy Bohumin) line was put under current (3,000 Volt direct current). Tentative traffic has probably been taken up in the meantime (See Tpt Summaries for April 1963 and December 1962).

4. Rolling Stock

During the last months, an additional prototype of a turbine-driven locomotive was completed at the V.J.Lenin Works (previously Skoda) in Pilsen and handed over to the Czech Railroads (CSD) for test runs. The locomotive operates on fuel oil and reaches a speed of 80 km/h. Because of its higher axle pressure, this locomotive cannot be used on all lines.

V. Poland

1. Railroad Transportation

a) Operations

The operational situation on the Polish State Railroads (PKP) continues to be strained due to fall peak traffic.

b) Modernization of Lines

About 35 per cent of the railroad system totalling about 23,000 kilometers, are equipped with semi-automatic and about 1.3 per cent with automatic blocking systems.
About 70 per cent of all switches are shifted by central signal centers (56 per cent mechanically, 14 per cent electically) and the remaining 30 per cent by hand.

c) Rolling Stock

The salvage trains used for track clearance after the repeated accidents are gradually to be equipped with cranes of 15 to 130 tons carrying capacity delivered by the Federal Republic of Germany, the Soviet Zone of Occupation of Germany, and the USSR.
In order to speed up removal of the wreckage each of the eight railroad divisions is to receive a tank in 1963. Additional eight tanks are to be supplied in 1964. Railroad personnel who have served with tank units are to operate these tanks. It can be assumed that these tanks will be unloaded by means of provisional ramps and be employed alongside the tracks for clearing work. Just as the employment of jet snow clearing machines in the winter of 1962/63, this measure shows the improvisational capability of the Polish railroads.

2. Road Transportation

Bridge Construction

The wooden bridge over the Vistula River at Deblin, which was destroyed by drifting ice masses, has been reconstructed with the help of army engineer troops. The old bridge had a width of about 7 meters and a carrying capacity of about 15 tons. It can be assumed that the new bridge has at least the same carrying capacity.

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Annex 1 to Tpt Summary
for September 1963

Improvement of Roads Along the Demarcation Line - Soviet Zone of Occupation of Germany and Federal Republic of Germany

Summary

The following road and bridge construction work has been observed since 1961 in the Kreise of Schwerin and Rostock districts, which are located along the Demarcation Line.

Schwerin District

Kreis Ludwigslust

Bridge near Baeckern (PD 6386)

The old bridge over the Löcknitz River near PD 634 867 was replaced by a new bridge constructed between the fall of 1961 and the summer of 1962.
The new about 25-meter long and about 5-meter wide bridge has a wooden flooring.

Bridge near Nausdorf (PD 7089)

Construction work on a new bridge near PD 708 895 over the canal connecting Lake Rudow and Lake Rambow, which is to replace the old bridge, was completed in the summer of 1962.
The bridge is about 10 meters long and about 5 meters wide.

Kreis Hagenow

L II 0 (Secondary Road) Brahlsdorf (PE 3014) - Banzin (PE 2720)

Road repair work was completed in the spring of 1963.

Vellahn (PE 3018) - Dersenow (PE 2516) - Brahlsdorf Dirt Roads

In the summer of 1963, these dirt roads were covered with asphalt.

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Bridge in Luettenmark (PE 1724)

In early April 1963, the about 30-meter long bridge over the Boize River near PE 174 243 was widened to about six meters.

Bridge in Bickhusen (PE 0817)

A new about 10-meter long and about 6-meter wide bridge over the Mühl brook, near PE 086 175, was completed in the summer of 1961.

Bridge near Döbbersen (PE 3739)

In early 1962, bridge construction over the Schilde River, presumably near PE 373 397, was observed.

Kreis Gadebusch

L II O Gross Thurow (PE 2851) - Kneese (PE 3047)

In the summer of 1961, construction work on this secondary road was started. From PE 280 528 (branching off from F-208) to about 200 meters north of Kneese near PE 302 478, the road was widened to about four meters and covered with an about 0.20-meter thick concrete surface. The curves were straightened.

Kreis Perleberg

Since 1961, no construction work has been observed.

Rostock District

Highway F -105

Repair and improving of this highway, observed in the area of the Demarcation Line, are primarily carried out because it is the "transit road" for the Scandinavian tourist traffic. Details are, therefore, not listed in this summary on road and bridge construction along the Demarcation Line.

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Kreis Grevesmühlen (PE 4470)

L II O Menzendorf (P E 3268) - Blüssen (PE 3169)

In 1962, the entire road was widened to about six meters, received a new roadbed and an asphalt surface. West of Menzendorf the road was rerouted and extends now from PE 319 687 in northerly direction to PE 319 695, where it joins again the old road.

L II O Grieben (PE 3468) - Zehmen (PE 3366)

Widened to about four meters in 1961, this road is to be extended from PE 339 664 to Vitense (PE 3366).

Bridge near Mummendorf (PE 3471)

A bridge construction over the Stepnitz River is under way near PE 345 713. This new bridge is to relieve the bridge near PE 346 712.

L II O Moor (PE 3875) - Gutow (PE 4076) - Damshagen (PE 4177)

From 1961 to the fall of 1962, the road was widened to about four meters and covered with a concrete surface.

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